SCALPERS' HANDS

CHICAGO BROKERS SAID TO BE SUP-PLIED WITH G. A. R. TICKETS.

Going Coupons Clipped Off-L. E. d W. to Be Whipped Into the C. & O. R. Passenger Association.

Some excitment existed at Chicago yesterday in passenger circles over alleged deals with brokers which some of the roads are accused of making in connection with Grand Army tickets. The sale of these tickets will begin Saturday. The restrictions which were at first adopted to prevent scalping have all been removed. The tickets are not even of the signature form. They are good for bearer, and the return portions may be used any day between the opening of the encampment and Sept. 26, the final limit of the tickets. It is claimed that blocks of the return portions of these tickets, with the going coupons clipped off, have been sold to Chicago brokers. They read to all points all over the West and Southwest, and their unlimited sale will very materially interfere with the regular rates.

Shrewdness of Pennsylvania Officials. A Journal representative yesterday met a general freight agent located at Chicago and connected with a competing line of the Pennsylvania Company. Said he: "In the recent strike the Pennsylvania people outgeneraled us all. At the very onset of the Debs strike they selected two classes of their business which they decided to run at all hazards, letting other business take care of itself until the strike subsided. The two selected were the passenger traf-Be and that of the stockyards and dressed meat establishments, and at Chicago their passenger trains ran with greater reguarity than those of any other road; in fact, on but one day were their passenger trains much delayed. They did not wait or the stockyards company to man its engines with new crews, but with Penn-sylvania engines ran right into the yards and took out cattle and dressed meats by he trainload. To do this was expensive business, as the trains must be well pro-tected, but they did it, and when other roads were paralyzed by the strike they were hauling long trains of live stock and dressed meats, despite the strikers and their sympathizers, and now they are reapdressed meat and provision shipper has a warm side for the Pennsylvania, which nade such a gallant fight, and they feel the turning all the business possible to nnsylvania lines. If you don't be e this, try and get some business from shippers, and you will be suprised the hold the Pennsylvania has on I fear it will be some time before we etitors will be able to overcome this

Transcontinental Lines. Although no definite proposition was formally adopted or discussed at Chicago, yesterday, by the transcontinental lines, a much more hopeful feeling existed when the session broke up than had been the case at any time previously since the conference began. The opinion was expressed at the close of to-day's meeting by some who have hitherto regarded the organization of an association as impracticable at this time that one would be ultimately formed. There appears to be a gradual drawing of the lines together on the points that have divided them. Individual opins are not held to with the same tenacity that characterized the proceedings at the beginning of the discussions. There seems to be an increasing disposition to make cessions with the view of overcomin the objections of opponents. The conference

A change is proposed in the transconti-ental rate sheets whereby the rate to San rancisco going via Portland and all-rail returning via the direct routes, h any Missouri river gateway through which a direct route applies from selling station, or going via Missouri river and direct routes and returning via Portand, shall be \$15 higher than the San Franelsco rate. The same principle is propose on business to San Francisco going via New Vhatcom, Seattle, Tacoma or Victoria, and sence by rail or steamer, returning via direct routes through any Missouri river gateway, or the reverse.

Chief Cause of Railroad Accidents. George Robinson, who has had several years of experience in train service, says he is prepared to prove that a great majority of the accidents which happen in train service are caused by employes who are unfitted for duty by loss of sleep. Mr. Robinson cays that on several of the large railway systems where the train and engine crews are allowed to make all the mileage they can they are so greedy and eager to erowd in as many miles as possible during the month that nearly all the sleep they get is stolen while on duty. The other day, while coming over the santa Fe from Kansas City, I was conersing with an employe on the train, and showed me the spot where engineer ween two passenger trains recently. d me that the engineer who lost ng with a large majority of enneers on that system, regularly made om forty to fifty days per month, and was a well-known fact that those men fld the greater part of their sleeping while on duty. The traveling public should be slow to risk their lives on the trains of any railway company which does not insist that its employes take a certain quantity of rest. Fancy the practice of allow-ing men to crowd in forty or fifty days in four weeks. Until that is stopped accidents are sure to happen.

Enermous Railway Losses. The last issue of the Financial Chronicle contains a lengthy article from which one can get some idea of the intensity of the depressing influences under which transportation business suffered the first six months of 1894. While the losses in earnings have been distributed all over the country, a few of the large systems ave sustained phenomenal decreases. The ennsylvania (Eastern and Western lines combined) has fallen over \$12,250,000 behind; the Atchison and the Union Pacific each over \$5,000,000, the Burlington & Quincy, \$3,375,000; the Northern Pacific, \$3,500,600; the Erie, over \$3,000,000; the Reading, nearly \$3,000,000; the New York Central, \$2,750,000; the Baltimore & Ohio, \$2,750,000; the St. Paul, the Lake Shore and the Southern Pacific, each \$2,500,000; the Missouri Pacific and the Chicago & North-

A Thankful Mother's Letter to Mrs. Pinkham.

"Last winter I did not think my little ones would have a mother long. I suffered terribly with female troubles.



"I could keep nothing on my stomach, and got so 'poor my friends hardly knew me. I suffered with severe headaches, dizziness, faintness, backache, and 'the blues.'

"Thanks to Lydia E. Pinkham's Vegetable Compound, I am now as fat as ever, and have no female troubles.

"If you use my letter I hope it may be the means of saving some other poor mother's life as it did mine." - Mrs. Ella Van Buren, St. David, Fulton Co. Ill. At all druggists.

western, each over \$2,000,000; the Great Northern, \$1.750,000; the Louisville & Nash-ville, \$1,500,000, etc.

L. E. & W. to Be Whipped. Ohio river lines settled up all their differences in regard to rate demoralizations at a meeting of the Chicago and Ohio River Association yesterday. If the promises made are kept all rates will hereafter be firmly maintained and no road will in future do any thing contrary to the agreement. This will have no bearing whatever on the fight being made against the Lake Erie & Western. That is a case of the association against an outside road, and the outsider is to be whipped until it consents to become a member.

Will Lose His Head.

Chairman D. B. Caldwell, of the Western Passenger Association, has come out at big end of the horn in his contention with the traffic manager of the Macon & Northern road over the sale of tickets of that road issued by Kansas City scalpers. N. E. Harris, receiver of the road, is now giving his personal attention to the matter, and has guaranteed the chairman that the official of his road found guilty of the manipulations complained of will lose his

Coal Rates to Be Maintained. Representatives of soft coal roads had a meeting at Chicago yesterday to consider the rate situation. The rates on soft coal, like all other rates, has been badly demoralized of late, and the object of the meeting was to firm things up and have tariff rates maintained. An agreement was reached to that effect.

Personal, Local and General Notes. The general managers of the roads in the Central Traffic Association will meet today in Chicago. The passenger earnings of the Monon for the last week in August were \$22,100; freight earnings, \$68,204.

Track laying on the Chicago, Paducah & Memphis, an extension of the Wabash, has been completed to Benton, Mo. Most of the through trains are now hauling extra day coaches and an additional sleeping car to accommodate the increased

John Wise and John Trindle, the veteran Vandalia passenger conductors, who run Trains 20 and 21, are off on their annual The directors of the Camden & Atlantic, a Pennsylvania line, have declared a semi-annual dividend on the preferred stock of

Col. A. W. Wildes died at Augusta, Me., on Wednesday night. For thirty years he had been one of the Railroad Commission-

The Pennsylvania Company is expending a large sum of money in decorating the Union Station at Pittsburg for the G. A. R. encampment.

Within the next thirty days the train dispatcher's office of the Vandalia and that of the chief engineer will be removed from Terre Haute to St. Louis. W. W. Peabody, vice president and general manager of the Baltimore & Ohio

Southwestern, was in the city yesterday, going to Cincinnati last night. Albert S. White, general manager of the Erie fast freight lines, will remove his headquarters from New York to Cleve-land about the middle of October. The Indianapolis & Vincennes yesterday rought in forty-three carloads of fine cat-

tle for export. They were shipped by Mr. Morgan, of Marco, on the I. & V. The Atlantic Coast line, in connection with the Pennsylvania road, has inaugurated its new service between Macon and Augusta, via Denmark, S. C., to New York

The executive committee of the Lake Shore road stated to a reporter of the New York Press that the position of president of that line would remain vacant for the R. B. Woolsey, superintendent of tele-graph and chief train dispatcher of the

Vandalia, has tendered his resignation, and will be succeeded by W. Ray, assistant train dispatcher. W. K. Bellis, general manager of the Railway Officials' and Employes' Associ-

ation, who has been confined to the house several days by a low grade of fever, was yesterday much better. H. M. Laird, for many years master mehanic of the Nasville, Chattanooga & St Louis, has been appointed superintendent of the mechanical department of the Southern Iron Car Company.

agent of the Lake Erie & Western at Bluff. ton, has accepted the position of chief cleri of the general superintendent of the Pullman company at Chicago. One of the Vanderbilts is quoted as saying that the appointment of D. W. Caldwell as general manager of the Lake Shore was only temporary, he being the most available man at the present time.

O. M. Banks, who for some time has been

G. B. Gausson, who for some years has represented the Missouri Pacific in the bouth, with headquarters at Memphis, has been appointed traveling passenger agent of the Union Pacific for Nebraska. The Missouri, Kansas & Texas, which now has its line into St. Louis, is working to establish friendly traffic alliances with

several of the roads east out of St. Louis,

the Big Four being of the number. The employes of the Oregon Railway and Navigation Company have presented a long petition to United States Judge Ballinger asking him to restrain Receiver McNeill from putting into effect his reduced sched-F. P. Sargent, grand chief of the Brotherhood of Locomotive Firemen, and a number of Western and Southwestern delegates passed through the city yesterday en route to Harrisburg, Pa., to attend the biennial

The Southern Rallway Company has deolded to build from Harriman Junction to Burgin, where the Louisville Southern now ends. This would let the Southern railway into Louisville without the aid of the Queen Oscar White, formerly freight and pas-senger agent of the Fort Worth & Rio Grande, has been appointed freight commis-

sioner of the Chamber of Commerce of Fort Worth, where a freight bureau has John D. Huddleston, chief train dispatcher of the Fort Worth & Rio Grande, has been appointed superintendent of transportation, with headquarters at Fort Worth Mr. Huddleston was formerly on the Wa-

bash road as a telegrapher. Col. H. C. Cross, well known in Western railroad circles, died yesterday at Macki-nac island. He was for some years president of the Missouri, Kansas & Texas, and has been connected with a number of other roads in an official capacity.

James A. Southern, an engineer on the Pittsburg, Fort Wayne & Chicago, last week completed his thirtieth year as engineer of a passenger train on that road. During that period he has never met with an accident worthy of note. Homer T. Dick, just elected superintend-ent of the Ohio Southern, is but twentythree years old, and is a product of Fort Wayne educational institutions. Mr. Dick ranks as the youngest man holding as responsible a railroad position. Carl Howe, who has been appointed traveling freight agent of the Michigan Central, two years ago was a clerk in the com-

pany's office at Michigan City. About a month ago he was placed in the general office, and displayed so much ability that he received the above promotion. The new cars the Pullman Company is building will have an upper berth high enough to permit the occupant of the lower berth to sit on the edge of the berth with head erect without bumping it. T. ton, local superintendent of the Pullman company, who for twenty-five years was a Pullman conductor, says this will save twenty million oaths a year.

It is stated that John Chesborough, at the time of the reorganization of the Baltimere & Ohio Southwestern, was offered the position of general passenger agent of that road, and declined it. In speaking of Mr. Chesborough as a passenger official, John G. Williams, general manager of the Vandalia lines, said to a reporter of the Terre Haute Gazette that he "considered him one of the best passenger men in the country, and we are sorry to lose him." Still, he was glad to learn of his advancement. Mr. Williams said no successor had been se-

Additional Carriers Wanted.

Postmaster Sahm, Inspector Fletcher and James H. Deery have made a careful inspection of the districts to which it is expected to extend the free delivery. Upon this inspection Mr. Fletcher will make a report the department will act on the apreport the department wil alct on the application for carriers. The demands for free delivery are beginning to pour in from all directions. The residents of West Indianapolis want the free delivery extended in that suburb. The residents of Haughville also destre free delivery, but so long as they have a postmaster there will probably not get it. Twenty additional carriers have been asked for, and if all of them are allowed it will enable the postmaster to shorten some of the down-town districts which are now too large.

That tired feeling which is so commor and so overpowering is entirely driven off by Hood's Sarsaparilla, the best blood purifier. Hood's Sarsaparilla overcomes Hood's Pills are the best after-dinner pills, assist digestion, cure headache. 25c a

CONTINUATION OF ARGUMENTS IN THE UNION RAILWAY SUIT.

Attorney-General Warms Up Over the Charge of Fraudulent Testimony-The L., E. & St. L. Sued Again.

The argument in the Union railway tax case was continued yesterday morning in the Supreme Court room at the Statehouse. Attorney-general Green Smith was still presenting the State's side of the case, He began with a point upon the testimony before the State Board of Tax Commissioners by F. J. Van Vorhis, as attorney for Marion county. This was at the session of 1891. The company claims that the hearing of testimony from Van Vorhis was fraudulent, in that it gave a false valuation to the property of the company. The testimony of Van Vorhis at that time was that the property of the company was worth \$3,000,000. The Attorney-general said the company had franchises and privileges of a much higher value than this, and the fact that these were not tangible property did not exempt them from taxation. At the time the assessment was made, it was shown by current reports that the company received \$3,000 a day for hauling cars over its tracks. Mr. Smith said he thought the board had a right to call upon Van Vorhis to testify as to the value of the property. The Attorney-general then turned his attention to the charges of fraud. He said the fact that the assessment was too high, if it was, did not constitute fraud; a mistake did not necessarily imply fraud. Then he became dramatic, and, leaning over the table, said if he were permitted he could show that there had been fraud in the assessment of railroads for several years past, and that the railroads had resorted to all manner of subterfuges in their dealings with officials. "When any interested person goes before a board of taxation and makes a false statement it is fraud," interrupted Mr.

Harris. Mr. Smith-But the statements of Mr. Van Vorhis were made upon the known earnings of the company.

Mr. Smith, continuing, said it

charged that the Governor and highest officials of the State were guilty of fraud in the assessment of one road. S. O. Pickens occupied most of the afternoon with an argument for the company. The hearing will continue to-day.

MORE TROUBLE FOR IT.

Louisville, Evansville & St. Louis Railroad Company Sued Once More. The New York Security and Trust Company entered suit in the federal court yesterday against the Louisville, Evansville & St. Louis Consolidated Railroad Company, asking that its mortgage, dated July 1, 1889, be decreed a lien upon all that rallroad's property; that a receiver be appointed pending this suit; that an injunction be issued restraining the railroad company from transferring or selling its property, and that in case the property doesn't bring the amount of the mortgage the plaintiff be given a judgment for the bal-

NOT UNTIL OCTOBER.

Winnie Smith's Case Will Not Be Heard Till Then.

The Winnie Smith case will probably not be called for trial in the Criminal Court till next month. It was at first expected that the case would come up during the present month, but Deputy Prosecutor Cox said yesterday that he did not believe it would be reached till October on account of the attorneys for the defense being engaged in other cases. John S. Duncan is leading counsel for the defense, and he appears in the Paris bank case, which will come up on the 17th, and will proably occupy two or three weeks' time.

CARRIED A BIG SLATE.

Joseph B. Mansfield, a Brightwood Saloon Keeper, Fails.

Joseph B. Mansfield, a Brightwood saloon keeper, yesterday filed with the county auditor a bill of assignment on behalf of his creditors. David D. Megley is named as the assignee. The assets of the bankrupt stock include a consignment of cigars, tobacco and liquor and \$500 worth of bar bills, ranging in amounts from 20 cents to \$60. On Wednesday Mansfield filed with the auditor a deed to certain Brightwood property, transferring the same to his wife in consideration of \$1,600 heretofore advanced. One of Mansfield's heaviest creditors is the Indianapolis Brewing Company, which filed suit on account against him vesterday.

Ten Years for a Grave Crime. In the Criminal Court, yesterday, Judge Cox sentenced W. B. Allington, an aged and itinerant umbrella mender, to ten years in the State Prison North. Criminal assault was the charge upon which the prisoner was convicted, his victim being Bessie Underwood, a nine-year-old child living in West Indianapolis. The court released W. B. Hill, accused of petit larceny, on suspended sentence. George H. Milis, aged fourteen, was sent to the Reform School for Boys. Several

other minor cases were disposed of. Her Husband Her Accuser. Kate Carroll was arraigned in the Police Court yesterday morning for petit larceny, and the case against her was dismissed on account of the failure of the prosecution to produce any evidence of theft. The affi-davit was filed by her husband, Henry Carroll. The evidence showed that he treated his wife and children so cruelly that she was compelled to leave him and go to the home of her parents. She proved that she was at home all day on the day her husband charged her with theft.

The Riley Tax Case. Elizabeth Riley yesterday began mandamus proceedings in the Circuit Court against Auditor Taggart and Benjamin F. Riley to compel the former to put upon the tax duplicates certain taxes with which Riley, who was formerly treasurer, had charged himself with. Judge Brown issued an alternative writ of mandate directing Auditor Taggart to place the taxes upon the duplicate or show cause why they should not be.

Contempt Case Dismissed. The contempt case against Charles Sussex was dismissed in the federal court, yesterday, upon motion of the assistant district attorney, who was allowed by Judge Baker to amend a faulty affidavit in James Mann's case Both men were arrested for iolating the strike injunction. Hiram Agler's case will be taken up to-day by Judge Baker. Agler is from Ashley, and was one of the first strikers arrested.

Henry Blue's Case.

The damage suit of Henry Blue against the Citizens' Street-railroad Company is yet on in Room 3, Superior Court. The attorneys for the plaintiff aver that the case was not thrown out of Room 1, but claim that it was removed from that court be-cause the attorneys could not reach an greement with Judge Winters as to certain points in the case, Curtis Hortan's Will.

Hortan was admitted to probate yesterday.

The last will and testament of Curtis

The real and personal property of the decedent, including a Marion county farm, is bequeathed to his nephew, Louis H. THE COURT RECORD.

Superior Court. Room 1-James M. Winters, Judge. Henry C. Adams vs. William Carnold; to quiet title. Finding for praintiff quieting Daniel Foley vs. S. C. Miller et al.; sew-er assessment. Judgment for plaintiff for Mary E. Moore vs. John W. Moore; di-

vorce. Decree granted plaintiff.
Charles Miller vs. T. B. Laycock Manufacturing Company; damages. Dismissed Fred Ruskaup vs. Sarah A. Huffman; account. Judgment for plaintiff for \$403.50. Maria Scahill vs. Thomas Scahill; divorce. Decree granted plaintiff.

City of Indianapolis vs. Michael Mans

MORE TAX CASE TALK et al.; foreclosure. Judgment for plaintiff Fred Ruskaup vs. Charles M. Heiday; account. Judgment for plaintiff for \$111.23.

Room 2-J. W. Harper, Judge. John M. Schultz, Trustee, vs. George Kegrice; suit on lease. Tried by court. Finding and judgment for plaintiff for \$137.50.

Fred Fuehring et al. vs. Agnes G. Patterson. Cause dismissed and costs paid. Room 3-Pliny W. Bartholomew, Judge. Henry S. Blue vs. Citizens' Street-rail-road Company; damages. On trial by

Circuit Court. Hon. Edgar A. Brown, Judge. Harry J. Milligan vs. John C. Gibney; for services. Trial by court. Finding in favor of plaintiff for \$614. Elizabeth J. Riley vs. Thomas Taggar et al.; mandamus. Alternative writ o New Suits Filed.

Van Camp Hardware and Iron Company vs. Horace L. Pattison; suit on note. Superior Court, Room L. Chauncey C. Olin vs. Edwin D. Olin; suit on note. Superior Court, Room 2.
Indianapolis Brewing Company vs.
Joseph B. Mansfield; suit on account, Su-Perior Court, Room 2.

Christian Koeffer vs. Joseph B. Mansfield; suit on account, Superior Court, Ida M. Rupkey vs. Charles C. Rupkey; suit for divorce. Superior Court, Room 1.

HIS PLEA FOR A CUT

VICE PRESIDENT BARLOW, OF TH E. & T. H., BEFORE THE BOARD.

Condition of the Road-Its Earnings and Operating Expenses-Over \$1,000,000 Bad Assets.

Vice President and General Manager Barow, of the Evansville & Terre Haute railway, was before the State Tax Commission yesterday morning, asking a reduction in that body's valuation of his line, which is as follows: On each mile of 162.51 miles of the river. main track, \$20,000; on each mile of 47.50 miles of sidetrack, \$3,500; on rolling stock on 162.51 miles, \$5,500 a mile; on improvements on the right of way, \$46,525.

Mr. Barlow then told the commission that the operating expenses of the road in the last year were \$787,722.10, and the net earnings were only \$487,950.90. The operating expenses are 611/2 per cent. of the gross income. In 1892 the taxes of the Evansville & Terre Haute amounted to 111/2 per cent.

tinued, "you could not have had in mind | Earp was instructed to examine all the the physical condition of the Evansville & Terre Haute railway. In eleven years we tain if they were responsible for the odors. have placed fresh gravel upon only twentyeight miles of road. The stations along the road will not average more than \$750 in value. We have more than two hundred wooden structures along the line. Over the principal streams, however, we have been | plaint, and reported that the company was putting iron bridges, which are about all the permanent improvements we have been making. To pay our last dividend of 10 per

cent. we were compelled to borrow money. "As for the bonds and stocks of the company, their value is not so great as would appear. The sum of \$482,000 is due from the Peoria, Decatur & Evansville railroad and 660,718.75 from the Louisville, Evansville & St. Louis railroad. This first debt is not secured except by mere notes. The second is secured by 4 per cent. second mortgage bonds. Thus you see that a large part of our assets are eaten up by these bills re-caivable. Both of the roads owing us are practically bankrupt." There was no afternoon session of the commission, the members all attending the races.

AMUSEMENTS.

English's Opera House-Cleveland's Minstrels.

It is an attractive programme that Cleveland's Minstrels are giving this season, and good-sized audience at English's last night enjoyed the performance immensely. The first part opens with Charles and Edward Crawford on the ends, and, after regaling the audience with some good comic songs and jokes, these comedians give way to Billy Emerson and Lew Benedict, both veterans, but still right on top in minstrelsy.- Emerson's voice is as sweet as of yore, and, though he may not be quite so nimble, he dances with much of his oldtime grace and charm. He was warmly received, and the stories and songs which followed the entrance upon the scene of these comedians were among the more attractive features of the evening. Time has dealt gently with this famous pair, and there wasn't a dull moment while they were on the stage. In fact, there are very few dull moments during the entire performance. Several new and taking features were introduced, and the first part was staged in an elaborate style. A novel feature was a series of three beautifully arranged drop curtains, which arose singly and displayed a panoramic scene of the fair grounds at Chicago, and which was followed by a programme of different scenes during the progress of the Columbian Exposition. Banks Winter, famous for his "White Wings," sang in his usual graceful style; William Murphy, a baritone with a delightful voice, sang "I Love You in Spite of All." David Ellenberger, basso; George Brunton, tenor; William Ackley, basso profundo; Harry St. George. baritone, and John J. Nolan, tenor, all rendered some excellent music. Brunton's 'She Was a Soldier's Sweetheart," George's "Sweet Marie" and Fred Bandell's "Say Au Revoir" were among the gems. The entire first part of the show was the most entertaining heard here

In the second part Thompson and Bun-nell gave a clever musical sketch, performupon a variety of instruments; the Crawfords were a small show in themselves, with their singing, high kicking and acrobatic feats; Lew Benedict spoke on things in general; Billy Emerson appeared musket exercises, etc.

in an original and entertaining act, and the Alpha Three gave their mandolin trios, The afterpiece "Madaline, or the Sugar Tariff Senator's Reception," is very funny and a great take-off on the recent "talky" There will be a matinee this afternoon, and the engagement will close with to-night's performance.

Park Theater-Double Comedy Bill. The change of attraction at the Park yesterday increased the size of the already large audiences of the week. Two comedies are given at each performance by the Hanleys and their company-"A Wild Goose Chase" and "'Squire Haskins," and both are full of fun. The specialties introduced are very good, especially Fred Burt's juggling and balancing act. Bob Harrison has some funny blackface sayings and doings, John and Reno Sarders appear in a clever specialty, T. J. McEnery's trick dancing is novel, Alma Hearn's songs and dances pretty and graceful, and Almee Hanley's club swinging a feature. The same bill will be given to-day and to-mor-

The novelty of a real circus tent on the stage of a theater is something Indianapolis has not yet experienced. Next week this unique feature will be seen in connection with Sherman and Morisey's comedians, who appear at the matinee Monday and all week in "A Jay Circus" and the greatest specialty bill yet offered. There are twenty people in the company, all of them first-class artists in their various lines, among them Mile. Delmore, the greatest serpentine dancer ever brought here. The wrestling pony Major is another feat-ure. There is to be a circus street parade Monday morning.

Empire Theater. Rice & Barton's Comedians, in their funny musical farce, "McDoodle and Poodle," will be the attraction offered at the Empire next week. The show is said to be an excellent one, even better this season. The management of Madame Yucca, the strong woman at the Empire this week, will offer \$25 to any one outlifting her at the closing performance to-morrow evening.
The offer is open to all.

Warrants for State Institutions. The following warrants were issued on the State treasury yesterday by Auditor Henderson: Central Hospital for Insane-August maintenance, \$19,007.65; repairs, \$1,-August maintenance, \$19,007.56; repairs, \$1,-346.24; clothing, \$594.98. Institution for the Blind-August maintenance, \$1,083.44; repairs, \$449.25. Prison North-August maintenance, \$6,445.12. Female Reformatory-August maintenance, \$3,290.90.

HEALTH BOARD WILL STIMULATE GREEN SMITH'S SLUMBERS,

And Keep Him from Being "Woke Up" If Possible-Bad Odors Not Thought to Come from Kingan's.

The letter of A. Green Smith, complaining of the nauseating smells that affect his sensitive nose during the night, received the consideration of the Board of Health at its meeting yesterday morning. There were also two other communications to the board complaining of unpleasant odors emanating from the same locality, somewhere in the southwestern part of the city. One of the other communications was signed by a number of people residing in that part of the city, and one of them by persons residing down town. Neither of them complained of any particular establishment, but desired the board to ascertain the real source of the nauseating odors and have it abated as a nuisance. The complainants think the odor comes from the abattoirs or pork houses. One of them was signed by the following persons: Charles A. Wilson, Louis Riebold, T. J. Cullen, H. W. Lawrence, A. A. Stubbens, W. H. Pritchard, William M. Hawkins, Charles Muellerschoen.

Dr. Jameson said that he had made an examination of Kingan's establishment, in company with Dr. Hays, and knew that it was conducted sanitarily. It was cleanly, and the only odor that could arise from it would be the smell of meat or rendering lard. These, he said, were not unhealthy. Dr. Hays did not believe the odors came from Kingan's at all, but thought they came from establishments further down

The board decided to make a sanitary survey, and ordered the city chemist to make it. He is to examine all establishments from which it is possible that nauseating odors arise, and is instructed to make analyses wherever he deems it necessary. This survey is to made from the river bridge at Washington street down to and including the Sellers farm. He will report the result of his examination at the next meeting of the board, and steps will be taken to prevent the continuance of the "When you fixed the assessment," he con- nuisance. In the same connection Dr. abattoirs and the Sellers farm and ascer-A report was made to the board that the night soll was not properly disposed of by the dessicating company at the Sellers farm. Sanitary Inspector Shepherd said he had made an investigation of this comnot fulfilling its contract. He said the night soil was not properly treated, and a great deal of it was emptied into White river. The facts were reported to the Board of Public Works. Hereafter when a sanitary inspector condemns vaults he will report them to the captain of the force, and the captain will read a list of them at the office of the board each morning. This order was made ecause several vault cleaners had complained that the inspectors had favorites to whom they threw all of the work.

The Board of Health says the Board of Public Works has been assuming to make purchases that should have been made by the former board. The board of works purchased \$3.50 worth of disinfectants which were used in the court house base-

> THE ENGINE HOUSE SQUABBLE. Oak Hill People Urge Their Claims on

Strength of Lumber Yard Fire. The fire at Eaglesfield's lumber yard early yesterday morning has caused a renewal of the clamor for an engine house in the northeastern part of the city. The residents of that part of the city point to the destruction by this fire as another demonstration of the urgent necessity for building an engine house in that vicinity. The nearest company to the Eaglesfield fire was the Nines, and there is no engine at this house. The residents northeast say they need an engine, and if it is not placed there destructive fires are to be expected. Immediately after the members of the Board of Public Safety made their trip, several weeks ago, to inspect the territory to be protected by the erection of new engine houses, it was announced that they had decided to build one on Jefferson avenue and the other somewhere north of Fall creek. This statement was denied by the members. They said they had not decided to locate a building north of Fall creek. It was reported in the courthouse basement, yesterday, that the board had long since decided to build the house somewhere on North Illinois street, probably at the corner of Illinois and Twenty-second streets. It was said that the board had sent Chief Webster to view the lot upon which they contemplated building the house, and that he had made his report to them upon the advisability of putting the house on that site. Mr. Conner denied this, and said the board had never had Mr. Webster view any lot in this locality.

Mr. Webster said he had been instructed to examine the territory north of Fall creek and report upon the most suitable location for a house. He had made the examination about ten days ago, and made a verbal report to the board to the effect that the house should be located somewhere between Twentieth and Twenty-sec-ond street on Illinois street. Chief Webster says his instructions were to select the most favorable location for a house in this vicinity, and he was not to report as to whether he thought a house should be built there in preference to northeast.

Deputy Controller Harvey Resigns. Deputy Controller George Harvey has resigned to take a position with a firm of brokers in the Board of Trade building. His place will be filled by Charles K. Share, and all the other clerks in the office move up one notch. Oliver Parker is the new man employed to fill the va-

Street Commissioner's Pay Roll. The pay roll this week for the street repair gang will be \$699.91; for the sewer \$99.25, and for the bridge gang,

THE Y. M. C. A. SECRETARIES.

Their Fifth Annual Conference Here Yesterday-Those Present.

The fifth annual conference of the sec-

retaries and other paid officers of the In-

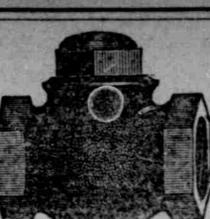
diana Young Men's Christian associations was opened yesterday at noon by a dinner at the association hall, which was attended by about twenty members. The business sessions were opened at Room 58, Statehouse, in the afternoon at 2 o'clock by an address by George B. Hodge on educational work; in which he especially showed the possibilities of good results from educational work in the city and railroad departments of the association. He was followed by Dr. Charles A. Eastman, a full blooded Sioux Indian, and secretary of the Indian department, who spoke on the work in his line, which proved very intersting to his hearers. Charles B. Jamison, secretary of the Terre Haute association, read a paper on "Reminiscences of the Jubilee," the fiftieth an-

The conference then adjourned until the night session, which was opened by devotional exercises and a talk by Charles F. Coffin, of this city. Dr. Charles Eastnan spoke on his experiences in Canada, the Northwestern part of this country and in the Indian government schools. T. A. Hildreth led the conversation on "How can we Again Double the Resultfulness of the Week of Prayer?" The session closed with a discussion on the plans for the next conference to be held Nov. 8 to 11 in Co-

niversary of the founding of the associa-

tion, held in London, England, last June. George L. Daum, jr., of Elkhart, spoke on "Are we After the Member or the Dol-

be addresses by Dr. L. H. Dunning, Rev. C. N. Sims, pastor of the Meridian-street M. E. Church, and E. F. Rideout. The conference will close with a short business session. Among those present yesterday were: E. F. Rideout, Columbus; W. F. Carey, South Bend; Geo. L. Daum, jr., Elkhart; J. W. Burns, Fort Wayne; E. M.



The McELWAINE-RICHARDS CO WROUGHT-IRON PIPE and BOILER TUBES,

Natural-Gas Supplies, Cast Iron, Malleable Iron, Brass, Hydraulie and Ammonia Fittings, Metric Metal Ca.'s Meters for Natural and Artificial Gas.

STEAM, GAS and WATER GOODS. Fitters' Tools, Packing, Belting and Steam Specialties. Plumbers' and Mill Supplies. General Agents for Snow Steam Pump Works. 62 & 64 WEST MARYLAND ST.

EDUCATIONAL.

ndianapolis W

Elevator Day and Night

Oldest, largest, best equipped and most widely known Business, Shorthand, Penmanship and Preparatory School. Pre-eminently superior in every respect. Graduates assisted to positions. Call or write for 64-page catalogue. Tel, 499. E. J. HEEB, President.

Harcourt Place Seminary, Gambier, O.

A school of the highest intellectual advantages, where girls are given a beautiful and comfortable home, a bountiful table, and are carefully trained in everything that pertains to good health, sound learning, refined manners and the best general culture. Catalogues sent.

THE NORTHWESTERN MILITARY ACAD EMY, HIGHLAND PARK, ILLINOIS.

The most beautiful and healthful location on Lake

Michigan. Thorough Classical, Academic and Com-mercial courses. Every instructor a specialist in his branches. Indorsed by the Legislature of Illinois, and annually inspected by official representatives of the State. Session opens September 19. Illustrated catalogue sent on application.

The Session of 1894-95 will begin Sept. 10. Thorough preparation for College, Technilogical School or Business. Special eare given to young L. R. BAUGHER, 783 North Delaware street.

MICHIGAN FEMALE SEMINARY. Opens Sept. 13, 1894. College preparatory and advanced courses of study. Fine advantages in Music and Art. Steam heat. Passenger elevator. Send for Catalogue No. 12. FANNIE RUTH ROBIN. SON, M. A., Principal, Kalamazoo.

CULVER ACADEMY on Lake Maxinknokee, near Chicago, prepares thoroughly for College, Scientific Schools & Busi-ness. Military Drill, extensive athletic grounds and gymnasium. For illustrated circulars address Bev. J. H. McKenzie, Ph.D., Marmont, Ind.

CONSERVATORY.

EW YORK MILITARY ACADEMY.

FLANNER & BUCHANAN

NCOL C. J. WRIGHT, B. S., A. M., Cornwall N.Y.

FUNERAL DIRECTORS. We have removed to new and commodious quar

ters. Perfect privacy and convenience assured. Chapel and Morgue in charge of lady attendant. 172 North Illinois St.

DIED.

Chapin, Thursday, Sept. 6, 1894, at 10 a. m. Funeral services at Central-avenue M. E. Church this (Friday) afternoon at 2 p. m. Burisl private. WANTED-AGENTS. WANTED-Smart lady agents on good pay to sell my goods to housekeepers. Samples free. WILLIAM RIPPEY, manu-

facturer, Cincinnati, O. AGENTS WANTED-Or salesmen desiring side line, to take orders by sample; staple seller, easily carried. We pay expenses and salary or commission and furnish samples on application. Address LOCK BOX 125, New York City.

AGENTS WANTED-An effective agent in every town to sell our high-class tailor-To proper parties we will consig sufficient trouser patterns to make good showing as merchant tailor. Parties not having satisfactory commercial rating must be able to furnish bond. KAHN

TAILORING COMPANY, Indianapolis. FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Sums of \$500 and over.

C. E. COFFIN & CO., 90 East Market

MONEY TO LOAN-We have plenty of 6 per cent, money to loan on Indiana farms. C. N. WILLIAMS & CO., Craw-MONEY TO LOAN-On farms at the lowest market rate; privileges for payment be-fore due. We also buy municipal bonds. THOMAS C. DAY & CO., 72 East Market

TO LOAN-Money to loan upon real es-tate mortgage in amounts required. Interest moderate. No commission charged M'GILLIARD & DARK, 83 and 85 East Market street.

lege of prepayment semi-annually. No delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market. FOR RENT.

FOR RENT-ROOMS-Those wishing to-change room should call at 1161/2 North Meridian. New place, new furniture. HELP WANTED. PERMANENT WORK for active men. Salary or commission. No experience necessary. Goods monopoly. Coal bills of everybody reduced 40 per cent. Address K. S. Co., 55 Colonnade Building, Boston,

BUSINESS CHANCE. BUSINESS CHANCE—45 per cent. net profits weekly with \$1.50 or more capi-tal. Prospectus, itemized statistics free. BENSON & DWYER, 834 Broadway,

Edward Planett, Marion, and T. A. Hildreth, Indianapolis, all of them general secretaries; H. H. Porter, assistant secretary, Indianapolis; W. N. Golden, physical director, Lafayette; F. B. Barnes, physical director, Terre Haute; P. L. Foss, physical director, Indianapolis; V. Helm. college deputy State association; E. Stacy, State secretary; J. J. Elder, office secretary; H. E. Coleman, president Earlham College association; Dr. Chas. A. Eastman, secretay Indian partment international committee; Geo.

Hodge, educational secretary international committee, and Aldus Harold, Greenfield. EAGLESFIELD & CO.'S LOSS.

It Will Amount to About \$8,000-Firemen Injured.

As stated in yesterday's Journal, the loss of William Eaglesfield & Co. by the burning of their lumber yard at Ninth street and the L. E. & W. tracks was about \$8,-000, which is fully covered by insurance The Monon and L. E. & W. railroads also suffered slight losses by the burning of freight cars and the warping of the rails by the intense heat. Fireman Robert Smith and James Brannen narrowly escaped death by being hemmed in by the flames, and fireman Cullen, of the 3's, was overcome by the heat.

Bad Money Found on Him. William McComb, charged with counter-

feiting, is confined at the county jail awaiting the action of the federal grand jury. He was brought from New Albany yesterday evening by Deputy Marshal C. P. Tay-lor, where he had been tried before United States Commissioner Harrison. When arrested thirty specimens of very bad silver dollars were found on his person. He had just finished thirteen months' time in the northern penitentiary for the same charge. Thomas Hart and James Fox, two of his pals, are serving terms of three and ten years, respectively, on the same charge.

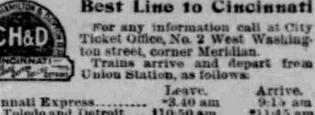
> Dr. Price's Cream Baking Powder World's Fair Highest Award.

RAILWAY TIME-TABLES. VANDALIA LINE.

From ludianapolis— St. Louis Accommodation.... St. Louis Fast Line...... *11:50 am points. Evansville sleeper on night train.

Sleeping and parior cars are run on through trains.

Dining cars on Trains 20 and 21.



*11:45 am 17:30 pm *10:55 pm Cin. Vestibule Limited Cin. Toledo and Detroit ... 16:15 pm Daily. † Daily, except Sunday.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS E. C. & CO., Manufacturers and Repairers of CIRCULAR, CROSS-Belting, Emery Wheels and SAWS Mill Supplies.
Illinois street, one square south

BELTING and EMERY WHEELS.

Specialties of W. B. Barry Saw & Supply Co All kinds of Saws Repaired.



ABSTRACTS OF TITLE. THEODORE STEIN,

Successor to Wm. C. Anderson, ABSTRACTER OF TITLES 86 EAST MARKET ST.

> PHYSICIANS. DR. J. A. SUTCLIFFE,

> > Surgeon.

OFFICE-95 East Market street. Hours-9 to 10 a.m.; 2 to 3 p. m., Sundays excepted. Telephone 941 DR. BRAYTON. OFFICE-26 E. Ohlo; from 10 to 12 and 2 to 4. RESIDENCE-808 East Washington St. House Telephone 1279. Office telephone 1454.

OFFICE—136 North Pennsylvania street.
RESIDENCE—270 North Delaware street. Office hours, 8 to 9 a. m.; 2 to 3 p. m.; 7 to 8 p. m.
Office telephone, 802. House telephone, 1215.

DR. SARAH STOCKTON,

DR. E. HADLEY.

227 NORTH DELAWARE STREET. DR. C. I. FLETCHER. RESIDENCE-670 North Meridian street. OFFICE-369 South Meridian street. Office Hours-9 to 10 a.m.; 2 to 4 p. m.; 7 to 3 p. m. Telephones-Office, 907; residence, 427.

DR. REBECCA W. ROCERS, DISEASES OF WOMEN AND CHILDREN-OFFICE-19 Marion Block, Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sundays: 4 to 5 p. m., at Residence, 440 North Meridian street.

OPTICIANS. EITTED \ LEO. LANDO. 62 EAST MARKET STS

INDIANAPOLIS-IND MOTORS AND DYNAMOS. MOTORS and DYNAMOS With forged iron field Magnets, for electric power, lu-candescent lighting and electro plating.

STEEL-RIBBON LAWN FENCE.



DENTISTS. E. E. REESE

East Ohio St., bet. Meridian and Pen).

SEALS AND STENCILS. LOJMAYER, SEALS, TOTAL STENCILS, STAMPS, CATALOGUE FREE BADGES, CHECKS &C. 15 S.MERIDIAN ST. GROUND FLOOR.

BRASS FOUNDRY AND PINISHING PIONEER BRASS WORKS. Mfrs. and Dealers in all kinds of Brass Goods, heavy and light Castings. Car Bearing a specialty. Repair and Job Work promptly attended to. 110 to 116 South Pennsylvania st. Telephone 618.

SAFE DEPOSITS.

SAFE DEPOSIT VAULT. Absolute safety against Fire and Burglar. Finest. and only Vanit of the kind in the State. Policeman day and night on guard. Designed for the safe keep-

ver Plate, Jeweis and valuable Trunks and Pack-S. A. FLETCHER & CO., Safe-Deposit

JOHN S. TARKINGTON, Manager.

ing of Money, Bonds, Wills, Deeds, Abstracts, Sil

BROOM CORN. A. H. SUTHERLAND, Commission Merchant in

BROOM CORN. Mattoon, Illinois. Correspondence solicited.

Sunday Journal

By Mail, to Any Address,

Two Dollars per Annum

mmercial Electric Co street, Indianapolis. PRICES REDUCED. LOANS-6 per cent. money on improved real estate in this city only. (No loans made outside.) Borrower has the privi-

Champion Iron and Steel Ribbon Lawn Fences Wrought Iron Fences and Gates, Iron Fence Posts ELLIS & HELFENBERGER, 162 to 168 South Mississippi street.